by the divers, who will be sent down to examine the Maine's hull. Admiral Sicard's orders to appoint a board of inquiry contain instructions to employ divers and take every other means of ascertaining how the ship was destroyed, so that the greatest efforts will he made to get at the real truth of the catas-trophe. But some officers think that the divers will not be able to throw any light on the mys

"Divers can't see under water," said one of-"They can feel, and may be able to find whether the plates and frames are bent out or in. If the plates are bent outward that will be pretty good evidence that the explosion came

To get the best expert opinion as to the cause of the disaster Secretary Long summoned s number of officers familiar with ordnance matters to his office to-day. There was no actual decision reached, but the Secretary was influenced in the belief expressed in the remarks quoted that there was an explosion in the forward magazine. One of those present ras Commander W. S., Schley, who had a thrilling experience while commanding the cruiser New York. He told THE SUN reporter that fire had started from spontaneous combustion in the coal bunkers of the vessel which smouldered from 9 o'clock in the morning nutil 1 o'clock in the afternoon without being discovered. It was near a magazine bulkhe when finally checked. He expressed the opin ion that a similar state of affairs was responsi ble for the Maine disaster.

It is obvious that the explosion occurred in or ander the forward part of the battleship, where the magazines contained 58,500 pounds of powder. This consisted of 50,000 pounds of brown prismatic and 8,500 pounds of black powder. An ormous quantity for a vessel to carry, in addition to the amount stored in the magazine under the aft turret. The explanation given of the amount of ammunition is that when the battleship went to Havanashe went prepared for any emergency. Of the three magazines in the Maine, the forward one contained most of the brown prismatic powder to be used in the 10guns. This powder will not like the ordinary kind and is exploded by detonation, a fact which does not make unreasonable the theory that the disaster was due to astorpedo from the powder is packed in hermetically scaled cases, and the prismatic kind is capable of resisting the flame of a match and cannot be ignited without the application of heat of 600 Fahrenheit.

These facts, considered in connection with the great care exercised to prevent explosions. do not coincide with the theory that the disas ter was the result of an accident in one of the magazines. A fire recently in the coal bunkers of the cruiser Cincinnati ex to contact with known prismatic powder without causing an explosion. Powder of the character had become red hot when carried out of the Cincinnati's magazine. There is no reason to doubt that the regulations for the inspection of magizines were rigidly ad hered to on the Maine last night. night inspection takes place at 8 o'clock than two hours before the explo sion. It may be accepted as certain quite certain that Capt. Sigsbee and his officers not have been in their quarters in the after part of the ship if anything unusual had been discovered in the magazines. If the coal bunkers next the forward ammunition compartments were empty a fire might have gained sufficient headway in less than two hours to reach the powder, but this is not probable, and there is no evidence that the bunkers were empty. An additional precaution against the possibility of fire gaining headway without discovery was the presence of the customary sentry near the entrance to the magazines.

One theory is that in preparation for an emergency at Havana the gun cotton on the Maine was rearranged and not properly replaced, resulting in its ignition from spontaneous com bustion. Another is that some fulminate for use in firing torpedoes might also have exploded from the same cause. It is certain, however, that there was no warning of the catastrophe If fire had been discovered the compartment where it existed would have been flooded. Capt. Sigsbee would undoubtedly have made mention of anything of the sort if it had been known. The general belief among officers that the explosion came from within the ship is almost wholly based on the belief that no torped could have been exploded under the Maine with Clark, Thomas,
Cochrane, Michael,
Cole, Thomas M,
Coleman, William,
Coleman, William,
Coleman, William,
Conroy, Anthony,
Cosgrove, William,
Cronin, Daniel,
Gurrian, Charles,
Dahlman, Berger,
David, George,
Dennig, Charles,
Donougher, William,
Polan, John. sufficient force to reach the magazines. Torpedo practice is still in the experimental

stage, and results have not been adduced suffi-cient to warrant the belief that a big mass of fron and steel like the Maine could be penetrated by one of these projectiles. Again, it is said that torpedo could hardly have been sent under the Maine and exploded directly beneath the from the sides of the vessel, and it is contended that a torpedo floating against the hull at the water line would not have had sufficient power to penetrate to where the powder is stored.

Those who support the torpedo theory point to the precautions mentioned as evidence that there was hardly any likelihood of an explosion from within. As a matter of fact nearly body is at sea, and what is said by persons whose opinions are of value can give nothing but theories based on no tangible evidence.

Chief Constructor Hichborn is one of those who thinks that the explosion of a magazine caused the disaster. All the accounts of what had occurred pointed to that conclusion, he said. He believed that no torpedo could have been exploded with sufficient force to reach the ammunition compartments. He did not see, however he said, how the explosion could have occurred with all the precautions taken to safeguard the magazines, but he declined to express an opinion as to whether there was any foul play.

An ordnance officer of high standing, Commander Pendleton, superintendent of the Wesh ington ordnance factory, thinks the catastrophe was caused by spontaneous combustion in the coal bunkers. A coal pile may be perfectly cool on top, he said, and red hot at the bottom. This ould heat the metal bulkhead, between bunkers and magazine, and cause an explosion.

Commander Dickens cites as evidence of the correctness of his theory that the explosion was in the magazine that the Maine was affoat an hour after it occurred, while if a torpedo had been used beneath the vessel she would have sunk almost instantly.

The theory put forth by Captain-General Blanco in his despatch to the Spanish Legation that the boiler of the dynamo engine exploded is supported by Lieut.-Commander Wainwright of the Maine in an interview telegraphed from Havana to-night. The dynomo engine was probably the only one at work on board the

It is used in operating the refrigerating and electric light plants. A narrow passageway leading from the boiler to the forward magazin ended in a thin bulkhead, which some officers think could not have resisted the force of the explosion of the boiler.

An officer who has a gallant record, in discussing the disaster to-day, said:

"No matter what theories there may be as to how the Maine was destroyed, it is peculiar in connection with the law of chances that this affair should have been the first of the kind to occur in the United States Navy since the war to a ship stationed at this very time in the place where this country had reason to fear

Secretary Long told THE SUN reporter to-day that no vessel would be sent to take the Maine's place at Havana at present.

SURVIVORS OF THE DISASTER. Hames of the Officers and Mon Who Boons

with Their Lives. WASHINGTON, Feb. 16 .-- A telegram was reseived from Capt. Sigsbee this afternoon saying that the following officers and men were saved

Capt. C. D. Sigabee, Lieutenant-Commander R Wainwright, Lieut. G. F. W. Holman, Lieut. J. Hood, Lieut, C. W. Jungen, Lieut, G. P. Blow, Surgeon S. G. Heneberger, Paymester C. M. Ray, Chief Engineer C. P. Howell, Lieut. J. J. Blanden, Chaplain J. P. Chidwick, Passed As-

Marines A. Catlin, Assistant Engineer J. R. Morris, Naval Cadet J. H. Holden, Naval Cadet W. T. Cluverius, Naval Cadet R. Bronson, Naval Cadet P. Washington, Naval Cadet A. Crenshaw, Naval Cadet J. T. Boyd, Boatswain F. E. Larkin, Gunner J. Hill, Carpen ter J. Helmes, Paymaster's Clerk B. McCarthy, and these men: Reden, Larsen, Hallberg, Bullock, Melville, Willis, Galpin, Kushida, Noppin, Turpin, Harris, Lutz, Jertson, Holland, Herbert, McDevitt, Foley, Hutchins, Schwartz, Richards, Teackle, Flynne, Dresseler, David, Michaelson, Sohman, Fox, Wilbur, Waters, Anderson, Christianson, Koehler, Ericsson, Mack, Williams, White J., Pauls, Coffee, Allen J. W., Roe, Cronin D., Cahiil F., Kane J., Jernes, Smith C. A., Shea G., Herness, Heffron J., Bloomer, Johnson, Bergman, Mattison, Johnson A., Pitcher, Holtzer, Loftus, McGinnis, Matiason W., Furness, Good, Darkins, Rau, McNair, Gabrelle Hallon A. Senetch, Knese A., Benjamin McKay,

Capt. Signbee telegraphed also to-night: "All men whose names have not been tale graphed as saved are thought to be lost. Have given up Jenkins and Merritt as lost. Bodies floating ashore still this afternoon. I keep nine officers and Private Anthony and Gunner's

It is probable that the victims of the disaster to the Maine will be cared for by the General Government, as were the survivors of the viotims of the Samoan disaster a few years ago. A special act of Congress was passed to provide for the widows and orphans of the ill-fated members of the crews from the warships Trenton, Vandalia, and Nipsic, which were swallowed up in a tidal wave at Apia. It is not usual to grant pensions to widows and orphans of sailors who die in time of peace, but n view of the extraordinary circumstances attending the Samoan disaster the family of each man who perished at Apia received a sum equal to one year's salary of each victim. It is under stood that a similar measure will be introduced in behalf of the heirs of the victims of the Maine disaster.

THE MAINE'S CREW.

List of the Officers and Men Who Were or Board the Sattleahlp.

WASHINGTON, Feb. 16.-The commander of the Maine is Capt. Charles D. Sigabee. For four years he was chief of the Hydrographic Office. He is a favorite in the Navy Department, The officers of the Maine besides Commander Sigsbee are: Lieutenant-Commander Richard Wainwright, Lieutenants George F. W. Holman, John Hood, and Carl W. Jungen; Lieutenants (junior grade) George P. Blow, John J. Blandin, and Friend W. Jenkins; Naval Cadets Jonas H. Holden, Wat T. Cluverius, Amon Bronson, and David F. Boyd, Jr.; Surgeon Lucien G. Heneberger, Paymaster Eugene D. Ryan, Chief Engineer Charles P. Howell, Passed Assistant Engineer Frederick C. Bowers, Assistant Engineers John R. Morris and Darwin R. Merritt, Naval Cadets (engineer division) Pope Washington and Arthur Crenshaw, Chaplain John P. Chidwick, First Lieutenant of Marines Albertus W Catlin, Boatswain Francis E. Larkin, Gunner Joseph Hill, and Carpenter George Helms. All these officers, except two, were saved. Lieut, Jenkins and Assistant Engineer Merritt

were lost.

The following is a list of the men on board the Maine below the rank of commissioned officers.

Amaine below the rar Adams, John. Aken, James P. Allen, James P. Anderson, Onkar. Anderson, Onkar. Anderson, Charles. Anderson, Charles. Anderson, John. Anderson, Arel C. Andrew, Frank. Anderson, Arel C. Andrew, Frank. Augisnd. Berbard. Auchenbach, Harry. Awo, Firsanion. Barry, Lewis L. Barry, John P. Baum, Henry B. Becker, Jakob, Bell, John R. Bergmau, Charles. Biomberg, Fred. Ricomer, John H. Bookbinder, John Boll, Fritz. Booner, Leon. Brinkman, Henrich. Brofeldt, Arthur. Burns, Adolph C. Bullock, Charles H. Burns, Edward. Burkharit, Robert, Butler, Frederick F. Cahill, Francis D. Caine, Thomas. Cameron, Walter, Carr, Herbert M. of commissioned office
Krawyak, Charles,
Kruse, Hugo,
Kausaburo, Kushida,
Lacid, Charles,
Lambert, William,
Tanahan, Michael,
Lantert, George,
Largen, George,
Largen, Martin,
Lawier, Edward,
Loague, James W,
Leen, Daniel,
Leens, Daniel,
Leupold, Guataw,
Lewis, John H,
Lewis, John H,
Lowis, Dohn B,
Lodad, John B,
Lodad, John B,
Lodad, John B,
Lodman, Charles A,
Lorensen, Jorgen J. Load, John B.
Lohman, Caarles A.
Lorengen, Jorgen J.
Louden, James W.
Lowell, Clarence.
Lund, Wilham.
Lydon, John T.
Lynch, Mathew.
Lynch, Mernard.
Mack, Thomas.
Malone, Michael. Caine, Thomas.
Cameron, Walter.
Carr, Herbert M.
Caulfield, William B. D.
Chingi, Suke.
Christiansen, Carl A.
Christiansen, Karl.
Clark, Thomas.

Merz, John.
Mero, Eidon H.
Miller, George.
Miller, William S.
Mobles, George.
Moore, Edward H.
Monfort, William.

Moss, John H.
Mudd, Noble T.
Murphy, Cornellus.
McCann, Harry.
McGobigle, Hugo,
McNannus, John J.
McNanlus, John J.
McNall, William.
McNie, Francis J.
Nawamino, Tomekichi.
Nielsen, Sophus.
Nielsen, Sophus.
Nielsen, John C.
Nikkelsen, Peter,
Nolan, Charles M.
Noble, William.
Ohre, Mass.
Ording, Gustave C.
O'Connor, James.
O'Hagan, Thomas J.
O'Neill, Patrick.
O'Hegan, Thomas J.
O'Neill, Patrick.
Phillips, Francis C.
Princher, Charles F.
Pinkner, James.
Porter, John.
Powers, J

vensen, Carl.
adder, Charles F. J.
alk, Randolph.
aukel, George D.
ewer, William J.

Figure V. Michael.
Figure Michael.
Flynn, Michael.
Flynn, Patrick,
Foley, Patrick J.
Fox, George.
Fougere, John

Foley, Fatrice J. Fox, George. Fougere, John. Fountain. Bartley. Franke, Charles. Furlong, James P. Gaffaey, Patrick. Gartner, William. Gardner, Thomas. Gordon Joseph P. Gordon Joseph P.

Gardner, Thomas J.
Gorman, William H.
Gordon, Joseph F.
Graham, James A.
Graham, Edward P.
Graham, Edward P.
Grady, Patrick.
Driffin, Michael.
Dross, Henry.
Drupp, Helnhardt.
Hailborg, Affred.
Tailborg, John Alfred.
Hamberger, William.
Jamilton, Charles A.
Esmillon, John.
Lam. Ambrose.

Price, Daniel, Quigley, Thomas J. Quigley, Thomas J. Quino, Charles P. Ran, Arthur. Reden, Martin. Reilly, Joseph. Richards, Walter H. Richards, Walter H. Riengs, Newell. Robinson, William. Roos. Peter.

Rising, Newell.
Robinson, William.
Robos, Peter.
Rober, William.
Roos, Peter.
Rowe, James.
Rush, Frank.
Rushworth, William.
Bafford, Clarence E.
Baimin, Nichael E.
Beimin, Nichael E.
Bethwarts, George.
Behroeder, August.
Becott, Charles A.
Becully, Joseph.
Beery, Joseph.
Beery, Joseph.
Beery, Joseph.
Beery, Joseph.
Bellers, Walter B.
Shea, Jerrick G.
Bhea, Fromas.
Bhea, John J.
Bherfden, Owen.
Shillingon, John H.
Bimmons, Alfred.
Bmith, Carl A.
Smith, Nicholas J.
Nevenson, Nicholas J.
Nevenson, Nicholas J.
Revenson, Nicholas J.
Tabot, Frank C.
Teaskle, Harry.
Tehan, Daniel J.
Thompson, William H.
Thompson, George.
Tigges. Frank B.
Tinsman, William H.
Tooloresco, Constants.

Harris, Westmore,
Harris, Edward,
Harris, Millard,
Harris, Millard,
Harley, Daniel O'Connell,
Haris, Charles,
Hauck, Charles,
Hauck, Charles,
Hauck, Charles,
Hauck, Charles,
Hauck, Charles,
Hennkes, Robert B,
Hernbert, John,
Hernman, Henjamin H,
Herness, Alfred B,
Holzer, Frederick C,
Holm, Gustav,
Homani, Alfred J,
Hone, William J,
Hough, William J,
Honan, Afred,
Johnson, John W,
Johnson, John W,
Johnson, Peter,
Johnson, Afred,
Johnson, Peter,
Johnsen, Peter G,
Johasen, Peter G,
Johasen, Peter G,
Johasen, Peter G,
Johasen, Peter G,
Johnsen, Pomma, J,
Jectson, Harry,
Jencks, Cariton,
Joinee, Fred,
Just, Charles F,
Kane, Michael,
Kay, John A,
Kelly, Hough,
Kelly, John
Kesakuli, Alexander,
Keys, Harry J,
Kilstrom, Fritz,
Kinsella, Thomas F,
Kitogata, Yukiuhi,
Kelse, Frederick E,
Kinsella, Thomas F,
Kitogata, Yukiuhi,
Kelse, Frederick H,
Kobeler, George W. Tinaman, William H.
Todoresco, Constanti
Toopin, Daniel G.
Troy, Thomas.
Turey, Martin.
Turpin, John H.
Waish, Joseph F.
Wallace, John.
Waters. Thomas J.
Waters. Thomas J.
Waters. Thomas J.
Waters. Thomas J.
White, Charles O.
White, John E.
White, George M.
White, Robert.
Wickstrom, John E.
Williams, Henry.
Wilson, Robert.
Wilson, Robert.
Wilson, Robert.
Wanner, Frederick.
Wilber, Benjamin R.
Wilbur, George W.
Ziegler, John H.

Including the marine guard, there were 847 men on the Maine, of whom only thirteen remain uninjured. Twenty-four officers escaped and two are missing.

THE LOST OFFICERS.

Career of Liout. F. W. Jenkins and Appl

WASHINGTON, Feb. 16.- The two officers who erished in the disaster were both of high standing in their respective branches. Lieut. (junior grade) Friend W. Jenkins was a native of Allegheny City, Pa., where he was born in 1865. He was appointed to the Naval Academy in 1882, and was graduated four years later. After a cruise on the Atlantic he reeistant Engineer F. C. Bowers, Lieutenant of ceived final graduation in 1888. He made

specialty of ordinance, on which subject he was classed as an expert. He wrote an essay on "Exterior Ballistics," which was a simple method of determining the range of guns, and which has been adopted as a text book at the Academy. He served successively on the Galena, Kearsarge, Swartara, and Bennington,

lena, Kearsarge, Swartara, and Bennington, and for a time was attached to the Coast Survey. He was on ordnance duty at the Indian Head proving ground from 1893 to 1895, and since the latter date had been attached to the Maine. Liout, Jenkins is the third member of the small class with which he was graduated who has met a tragic death, Ensign Humsey being drowned in the harbor of Yokohama, and Hawke being killed.

Assistant Engineer Darwin R. Merritt was born in Red Oak, Is., in 1872, and was appointed to the Naval Academy in 1891, graduating in 1895 at the head of his class. He was then attached to the Amphirtite, and after ward to the Indiana. After final graduation last June he was for a time on duty at the New York Navy Yard, and joined the Maine in September. He was one of the foremost football olayers in his class, of which Cadet Breckenridge, who was drowned from the Cushing last week while on the way to Havana, was also a member.

Two of the officers who were sweet have had

last week while on the way to Havais, we had a member.

Two of the officers who were saved have had previous narrow escapes from death in the service. Lieut. John J. Blandin was on the flagship Trenton when she was wrecked in the harbor of Apia. Samoa, in the hurricane, when many lives were lost. John Hood was attached to the Kearsarge when she was wrecked on Roncador Reef. The families of Capt. Signer and Lieutenant-Commander Wainwright reside in this city.

SPAIN'S SYMPATHY.

and Gives Expression to It. WASHINGTON, Feb. 16 .- Senor Du Boso, the Charge d'Affaires of the Spanish Legation, was an early caller at the State Department. He expressed to Assistant Secretary Day the profound sympathy of his Government over the terrible affair. He said personally that he regarded the disaster as solely and simply an acci-dent, and quoted in support of this belief a telegram from Captain-General Blanco, which he eft at the department. Gen. Blanco put forth the theory, then heard for the first time here, that the disaster came from the explosion of the boller of the dynamo engine. This is what

the boiler of the dynamo engine. This is what Blance said:

"With profound regret I have to inform you that the American ship Maine in this harbor blew up by an undoubtedly chance accident, believed to have resulted from an explosion of the boiler of the dynamo. Immediately following the accident all the disposable elements of the capital hastened to the spot to extend every aid possible. These included the force of the Marine Fire Brigade and all the Generals in Havana, among them my Chief of Staff. There have been deaths and wounded. I have sent an aide-decamp to offer every assistance to the North American Consul that he may wish for. I will forward further details as they become available."

From the State Department Sefior Du Bosp

forward further details as they become available."

From the State Department Sefior Du Boss went to Secretary Long's office. Secretary Long was at the White House, so the Spanish Chargo left his card and a message of sympathy. He also left the cards of all the attachés of the Spanish Legation. Lieutenant-Commander E. Jose G. Sobrai, the Spanish naval attaché, called personally at the Navy Department to express his regret. Others who came for the same purpose were Sir Julian Pauncefote, the British Ambassador; Mr. Cambon, the French Ambassador, and M. Pioda, the Swiss Minister. Sir Julian and M. Pioda spent some time examining the model of the Maine and in discussing the disaster with the crowds in the Navy Department corridors.

CAPT. GLASS'S THEORY.

He Thinks the Maine May Have Met the Patthe Cincinnati Barrowly Escaped. VALLEJO, Cal., Feb. 16.-The terrible catas-

trophs in Havana harbor has shocked every one at the Mare Island Navy Yard. Capt. Henry Glass, recently in command of the battleship Texas and now Captain of the yard at this station, said he thought he had a theory which might account for the explosion, but it would be rash to form any opinion till divers can make an examination of the Maine's hull. Capt. Glass then went on to recall an incident on board the Cincinnati some two years ago and believed the same conditions may have existed on Tuesday on, the Maine, resulting in a great disaster, while on the Cincinnati

a catastrophe was averted. The Cincinnati was lying at Key West harbor, and, the weather being warm, the coal in the bunkers took fire from spontaneous combustion, but being an airtight compartment an actual blaze could not form for lack of sufficient oxygen.

Separated from the coal bunkers by a steel partition was the magazine. It is the same on the Maine. After a while this bulkhead became red hot, generating an almost invisible stream of smoke, which issued from a small hatch leading to the magazine.

A sentry noticed this, and without waiting to investigate water was flooded into the magazine and bunkers. Later it was found that this was not done a minute too soon. Could air have gotten into the bunkers the ship would undoubtedly have been blown to pieces bours previously. Even as it was it was found that many of the loaded shells had been charred by the intense lived to tell the story.

In the case of the Maine it may have be heat from the fireroom that caused combustion in the bunkers and communicated thence to the magazine, assuming a little admission of air. All the officers seen are united in regarding the bituminous coal now in use on warships as dangerous. The danger, however, could be greatly lessened by separating the magazine from the bunkers.

OPINIONS IN NEW YORK.

A Time to Keep Cool, Says Gen. Tracy—"Spain" Shouts the Navy Yard.

Flags bung at half-mast yesterday above publie and private buildings all over New York. The citizens neglected their ordinary vocations to discuss the disaster to the Maine. It was the only subject about which men seemed to care to talk. There were almost as many views as to what the incident might lead to as there were men to express them. As to the cause of the explosion there were, of course, but two opinions to express-that it was the re sult of accident or that it was the result of design. A great many insisted that the destrution of the Maine had been accomplished only by Spanish treachery. These had all sorts of stories to support their theory. There is no way of telling whether the persons holding this theory were in the majority or not. A reporter of THE SUN sought the opinions of many me vesterday on this point. It was a noticeable fact that at the navy yard the feeling agains Spain was strongest. Among the officers at the yard it was hard to find one who was will ing to say that the explosion was not the result of design. Eisewhere that opinion did not find such unanimity of support. Gen. Benjamin F. Tracy, Secretary of the Navy under Harri

such unanimity of support. Gen. Benjamin F. Tracy, Secretary of the Navy under Harrison, said:

"This is a time for true American citizens to keep their heads cool. I have read all the reports of the explosion on the Maine that I thought might be considered reliable, and I have seen nothing in any of these reports to warrant, the conclusion that the disaster was the result of design. In my opinion the explosion was the result of an accident, caused, perhaps, by the magazine becoming overheated. Even if I not another opinion, I should be very reductant, and I think all good citizens should be reluctant, and I think all good citizens should be reluctant, to place the blame for such a terrible disaster upon any foreign Government, no matter what our relations with that Government might be, until the whole thing has been thoroughly investigated.

"Then, again, there are some things that we would do well to remember. Suppose it should be established, beyond any doubt, that a Spaniard had stolen aboard the Maine and dropped a fuse down into one of the magazines. How are we to prove that the Spanish Government was responsible for the man's act! It may have been. If you like, that the explosion was the fiendish work of some fanatic and that that fanatic was a Spaniard, or a subject of Spain. It doesn't then follow that this man was the agent of his Government. Fanatics have committed as serious crimes before and may again, and yet they acted on their own responsibility. All dynamic plots, for instance, witness the truth of my statement.

my statement. "Suppose during the activities of the Feniana, many of whom were American citizens, with whose cause we as a Government were in sympathy, a British man-of-war had been blown up by them, do you suppose England would have charged the crime to the Government at Washington! As it was depots and gas, works were blown up, and plots to wreck Parliament House and merchant vessels were discovered, yet the Government of the United States was never even suspected by England of knowing of these

How Boyalty Travels. It doesn't travel like the every-day American who uses the Pennsylvania Limited. The train is match-less in every feature, and supplies every want of the traveller. It leaves New York every morning for Cincinnati, Chicago, and St. Louis.—440.

plots, although the freedom of Ireland was and is almost as dear to all Americans as to Irishmen themselves.

"Those who say that the Maine was destroyed by design have not as yet an lota of evidence upon which to base their statements. Only a court of inquiry, after a most searching investigation, can determine the cause of that disaster. Perhaps it never will be determined. But until every effort has been made to discover the real cause, true American citizens should withhold judgment, refrain from calling hard names, and, as I said before, keep their heads cool."

the real cause, true' American citizens should withhold judgment, refrain from calling hard names, and, as I said before, keep their heads cool."

Shortly after interviewing Gen. Tracy The SUN man met an officer of high rank, stationed at Governor's Island. This man, like Gen. Tracy, knows what war is like. Since the days of the civil war he has grown gray in serving his country as a soldier. On account of the office he holds, he refused to be quoted, but this is what he said:

"The destruction of the Maine in the harbor of Havana is most deplorable. Yet in the face of so terrible a disaster and with every provocation to _attribute the accident to Spanish treachery, there has not come to us to-day, from any part of the citizens of the United States to which the Government at Madrid could take exception. This furnishes to Spain an example which she would do well to remember and to follow. This great nation, more powerful in all ways than a dozen Spains rolled into one, is animated by the spirit of peace. At this time it is idle to speculate as to the cause of the disaster which overtook the battleship. Until that cause has been definitely established by a court of inquiry we must continue to be patient with the sons of Spain and not think of charging the subjects of a friendly power with a crime more dastardly than that of him who stabs a friend in the back. When I came uptown I noticed flags at halfmast on nearly every building. This is the city's way of showing its sorrow for the men who, in meeting the death they did in the harbor of Hayana, are as truly the nation's heroes as if they had died while standing by guns that were shelling the fortifications of the Cuban capital. Let us mourn our dead and not make our mourning a sacrilege by calling persons murderers until we have clearly established who was reponsible for their death. Over at the Navy Yard officers stood in little knots discussing the explosion. As has been said, most of them held the opinion that "Spain did it." All of them, however, scouted the

was one of those who was not willing to say that the Maine had been blown up by design. He said:

"From the reports received, it would seem almost certain that one of the forward magazines blew up. These magazines were directly beneath the berth deck of the crew. This emplains the fact that all the fatalities were among the men. The men, or most of them, were probably killed instantly. The officers' quarters were aft, and they were less likely, of course, to be affected by the explosion. The Maine had two turrets, the forward turret being on the right or starboard side of the ship, and the one aft being on the port side. Under each turret was a magazine, and, as I have said, the reports indicate that an explosion in the forward magazine caused the trouble.

"Now the question arises, how could an explosion in one of these magazines occur? They are always kept carefully locked, and, besides, a guard is always stationed near them. The Maine was lying at anchor in a friendly port. There was no occasion for the magazines to be opened. A look at the plan of the ship shows two magazines under the forward turret. The largest of these magazines was about ninety feet from the bow of the vessel and contained several tons of powder. The other magazine was about fifty-cight feet from the bow. Whether one of these magazines was opened shortly before the explosion remains to be found out. It is possible that one of the boilers behind one of the magazines burst and that that caused the explosion.

explosion."

Naval Constructor Bowles did not hesitate for a moment to say that the destruction of the Maine could not have been the result of an

explosion occurred in one of the two forward magazines. Fifty thousand pounds of powder and 100 loaded shells were stored in each magazine.

"Of course, it isn't clear to me how such an explosion could have occurred. It seems to me also practically impossible that an infermal machine could have been emuggled on board. According to the reports which; have seen, all likat was taken on board the ship yesterdar were some light rations. They were carried on board in broad daylight. Had an infernal machine been hidden among the rations, it would either have exploded early in the day, or it would have been found when the rations were inspected."

The engines and boilers of the Maine were built and set up by the Quintard Iron Works at 712 East Tweifth street. The superintendent of these works is Henry Mason. He and Assistant Superintendent Fisher were asked about the likelihood of one of the boilers oxp oding. Mr. Mason said that of course, such a thing was possible, but it was hardly probable. He said that he boilers were made of steel plates, 1 1-32 inch in thickness. These boilers were set athwart the ship, two on cach side. They were surrounded by water-tight bulkheads and coal bunkers. The bulkheads were of steel, about three-eighths of an inch thick. Directly forward of the coal bunkers of the forward boiler on each side of the ship was a magazine. The concussion from the explosion of a boiler would have had to pass through the bulkhead and through the coal bunker before reaching the magazine. Further than telling about the character of the boliers and their surroundings, neither Mr. Mason nor Mr. Fisher had any explanation to offer for the explosion of a boiler would have had to pass through the ship goose about Havana. Any Spanish sympathizer who was so inclined could not have obtained the material to do so great damage for the asking. I am inclined to believe that the ship was blown up in the Straits of Magelian. Se much of her asking. I am inclined to believe that the ship was blown up in the Straits of Magel

STOOK MARKET AFFECTED. The Wildest Sumers in Circulation-Stock

Fall Several Points.

Extreme uncasiness prevailed on the stock market yesterday consequent upon the news of the Maine disaster. All sorts of rumors were in circulation, and information of any definite character from Havana or Washington was eagerly seized upon by the operators in stocks. There was a sharp decline, extending through-

ness in the market. There was evidence that prominent interests were endeavoring to support the securities in which they are specially concerned, but their efforts were not sufficient to check the general decline. Nervousness and weakness existed throughout the afternoon, with final prices only a small fraction above the lowest of the day.

The greatest decline was in Metropolitan Street Railway, which closed six points under the final quotations of Tuesday.

COMMANDER SIGSBEE'S BROTHER. He Thinks If There Was Treachery at Havans We'll Find It Out.

St. Louis, Feb. 16.-L. P. Sigsbee, brother of the Maine's commander, left here to-night after receiving a telegram from Secretary of the Navy Long, sent in response to a query wired this afternoon. The Secretary's message said simply: "Capt. Sigsbee is uninjured." L. P. Signbee is en route to his home at Oak Park, Iil. Before leaving St. Louis he said:

"There's a man down in Havana, however looking after the interests of this country who cannot be blinded. He has more sand than any body I know of, and if there's anything treacherous in this explosion we'll know of it withou delay. The man I mean is Gen. Fitzhugh Lee. "In August last I had the good fortune to spend a month on the Maine at Fisher's Island,

A prettier ship never floated." L. P. Sigsbee saw four and a half years' service in the navy himself, leaving it 1899.

CARE OF THE MAGAZINES. Naval Constructor Rock on the Improbability

of an Explosion There on the Maine, BALTIMORE, Md., Feb. 16 .- " A fire to cause an accident or explosion such as occurred on the Maine must have been of awful force, because t would have had to eat its way not only through the steel plates with which the magazine is pro tected, but also through the steel boxes," said George H. Rock, United States Naval Con-structor at the Columbian Iron Works, to a SUN correspondent this morning. "This is only a conjecture on my part, but I cannot understand how the accident occurred. The Maine is equipped with magazines forward and aft. There are a great many people who really do not understand what a magazine on a war vessel is like. They imagine it is a large place protected with steel plates, in which the powder and projectiles are thrown about carelessly. As a matter of fact, the magazines on a war vessel

and projectiles are thrown about carelessly. As a matter of fact, the magazines on a war vessel are almost the most important part of its construction. The powder and projectiles are packed in small steel boxes, water tight. These are packed securely in the magazine.

"The regulations of Government ships are very strict as regards ammunition. One of them is tiat's general inspection is made of the ship at the o'clock. The magazines themselves are examined by the chief gunner at 8. He reports to the officer in charge. If this man did his duty there could have been no fire or he would have noticed it. Then, even had there been no fire on the would have noticed it. Then, even had there been no fire on the would have noticed it. Then, even had there been no fire on the would have undoubtedly discovered it if there had been one.

"A fire! Oh, yes, they are rather ordinary occurrences, especially on a steel or fron vessel carrying coal shipped in the tropics. Of course down there the water is much warmer than it is here. The steel decks of a war vessel necessarily act as a sort of conductor to the heat. The Maine was lying at anchor in the harbor and the fire had been banked. What steam and heat were necessary were generated by an additional engine. It is not likely that the fire from this engine caused the blaze, if there was one.

"The water in the Havana entrance is shallow, and the Maine could not have been lying in a very deep place. The water there is not of such torrid temperature, at this time of the year especially. Of course such a thing as a fire from that cause is possible. There is another reason that might be placed as the cause of the explosion or accident. That is the use of a submarine mine. Of course, if there was one electricity would be the chief power used. An electric mine may have been built right there in the harbor of Havana with such socrey that it would be suppossibly at a great distance from the object it would destroy. Wires could be connected with boats, one to the fore and one aft of it

sain he could not believe the despatches that the catastrophe was caused by the explosion of guncotton. "Guncotton," he said, "is safer than gunpowder, and greater precautions as to its sare keeping can be and are taken. To begin with, aithough guncotton is a high explosive, it is only so when dry. It is aiways stored on board wet and kent in that condition, except a small quantity which is always kept in the Captain's cabin. This dry guncotton is the only thing that will explode the wet mass, and is so used. Guncotton is only used in torpedoes, and from all these facts it is incredible that the dreadful accident should be attributed to it.

"There are other things on board that might have caused it. There is, for instance, the ordinary gunpowder and then there is the smokeless nowder. Both of these are considered by the Ordinance Department, as being far more dangerous than guncotton."

In the yards and offices of the shipbuilding firm opinions were freely expressed to the effect that it was no time nor place for such an accident to occur.

GHERARDI'S OPINION.

The Retired Admiral Says Access at Night to the Magazine Was Impossible

BRIDGEPORT, Conn., Feb. 16.-Rear Admiral Gherardi, retired, speaking of the Maine disaster to-day, said he was loath to believe the catastrophe could have been caused by a Spanish torpedo. Admiral Gherardi said:

"The keys of the magazines are kept in the Captain's cabin. Each key is numbered and kept in its order in a cabinet. If any key should be absent from its place for ten minutes after

be absent from its place for ten minutes after sundown there would be an immediate investigation by the officers in charge. Any infraction of this rule is a court-martial offence.

"It would be impossible for any person to get at the keys after they are once in the possession of the Captain. The cabinet in which the keys are kept has a complicated lock which could not be tampered with. In addition to this, sentrics quard the Captain's apartments so closely that it would be impossible for anybody to get into the rooms without being noticed.

Admiral Gherardi said that an investigation came from the inside or the outside. The fact that the Spanish officials were joining with the Americans in the work of succor made it look as though the affair was an accident.

"AT LAST," SAID GEN. LEE. Jack Tar's Account of the Maine's Entrance

READING, Pa., Feb. 16.-Harry Andrews, carriage painter of this city, has just received a letter from his brother, Frank Andrews, aged 26, who has been a seaman on board the Maine for the past three years. Mr. Andrews's letter, dated at Havana, gives a description way the United States warship entered Havana fully prepared for action should she have been "When the Maine received orders to go to

There was a sharp decline, extending throughout the list, when business opened, the selling being general. Advices indicating that the disaster might have resulted from an accident caused a raily, however, before the end of the first half hour.

Then came Washington despatches to the effect that Capt. Sigsbee's messages indicated that the affair was not accidental. These led to renewed heavy selling. Stop loss limits were reached and forced liquidation resulted in the entire market becoming demoralized. To add to the uneasiness it was reported that the Cabinet was in special session considering the situation.

All the standard stocks were affected by the general decline, and by the early affernoon there had been losses in them extending to 1 to 2 points. A number of wholly baseless rumors were circulated along with those having foundation in fact. It was reported via Chicago that the cable to Cuba had been cut. Another report had it that the Spanish cruiser Vizcaya had been sighted and that she was not to be allowed to come up the bay.

For the first time in ten days foreign houses were scilers of stocks and this helped the weak-Havana," Andrews writes, "we saw that all

shown them one of the nestest Yankes tricks that was ever played.

"However, nothing happened, and we steamed in and moved to a buoy. We kept the ship ready for action until United States Consulgeneral Lee came on board. He looked proud, and, planking his foot down on the deck, exciaimed:

eiaimed:

"'At last."

"We still kept our ammunition ready, and stood night watches ready for business at a moment's notice." Andrews says there were a number of Pennsylvania boys on the Maine.

EXPECTED THE MAINE TO GO SOON. Letter from Marry J. Mays of the Craw to Mis Mother in Indianapolis

INDIANAPOLIS, Feb. 16 .- Harry J. Keys of Indianapolis, 21 years old, was serving a threeyears enlistment on the Maine. He has been in the service for nearly three years. He was transferred to the Maine from the Brooklyn Navy Yard twenty months ago. His mother is Mrs. J. J. Turner of 517 North Liberty street. Mrs. Turner received a letter from her son yesterday, written from on board the battleship at Havana, in which he described the conditions as seen from shipboard. He said the feeling in Havana was strong against the American sailors, and that little liberty had been allowed them for foar of trouble. His companions believed the Maine would be speedily called back to the United States, and they were all pleased with the prospect of getting out of Cuban waters. In the letter he said there were two Spanish warahips in the harbor close to the Maine. One of them had only recently arrived, and was filled with Spanish soldiers and guns for the Spanish Army. They were then being unloaded. The other vessel was being loaded with wounded and sick soldiers. Every day big barges filled with men came out from Havana and the men were lifted to the ship. Yard twenty months ago. His mother is Mrs. Young Koys in his letters spoke in high terms
Young Koys in his letters spoke in high terms
of Commander Sigsbee, and said all of the men
respected and liked him. Though he was firm
and believed in strict discipline, he was kind.

THEY HAIL FROM BROOKLYN. Machinist Faubel, Carpenter Helmes, and Sen-

man Harry McCann. George D. Faubel, machinist, a son of George aubel, a saloonkeeper at 67 Jamaica avenue, Brooklyn, was 27 years old, and entered the navy in July, 1895. His enlistment expires next July. Mr. Faubel said last night that his son had been complimented on his work by Capt. Signbon, who had advised him to resultat wrote to George only a week ago," said Mr.

wrote to George only a week ago," said Mr. Faubel, "giving my consent to his reënlistment." Mr. Faubel said he had not received word from either his son or the officers of the Maine regarding the disaster.

"I guess George will be all right," he said. "He was on the Maine a year ago in the big storm off Hatteras, when six men were washed overboard, and he telegraphed to us as soon as possible, notifying us that he was not ease of the victims."

George Helmes, the ship's carpenter, has a wife and three ohidren who live at 1313 Bushwick avenue, Williamsburg. Mrs. Helmes became prostrated yesterday when she learned of the disaster. Her 14-year-old son last night said that they had received word that his father was safe. Carpenter Helmes is 37 years old. Policeman McCann, who is attached to the Lee Avenue Police Court squad, Williamsburg, and lives at 104 Pulaski street, is the father of Harry S. McCann, a seaman. Mr. McCan received yesterday a letter written by his son on board the Maine a week ago. Young McCann wrote: "Everything is quiet in Havana at present. No more riots. Twenty-five thousand achdiers arrived yesterday from Spain."

THE EXPLOSION ON THE FULTON.

and the fire had been banked. What stream and heat we necessary were secreted by an additional necessary were secreted by an additional necessary were specially provided the many hundred pounds of the heat would not only soaked in distilled water. Although soaked in distilled water

killed or drowned. Only four of the officers and crew survived.

Spain lost the Cuba Espanol by an explosion off Santiago de Cuba, on Jan. 11, 1880. Twenty men were killed and 113 wounded. On Aug. 3, 1893, the German ironclad Baden was damaged by an explosion at Kiel. Seven were killed and seventeen wounded. Prince Henry of Prussia was standing on the bridge at the time talking with Vice-Admiral Schroeder and was injured.

A SIMILAR CASE

Admiral Belknap Tells of the Wreck of a Britlah Warship of 1878.

Boston, Feb. 16.-Rear Admiral Belknap, retired, said to-day regarding the Maine disaster: "When I read the first account of this terrible affair I was inclined to think that this was a matter which would involve the Spaniards and oblige us to send our fleet over, but now do not think so. I do not know just how the magazines were located, but I do know that or the New York we were obliged to make some changes in the magazines because of the constant heat and their getting too bot. It may have been so on the Maine. "In 1873 the British sloop-of-war Dotterel

was blown up at Sandy Point, in the Straits of Magellan. The explosion in that case took place in the bow, and was quite as mysterious as this until it was found upon investigation that the affair appeared to have started from the paint room. The British Navy was at that time using a peculiar kind of paint, which was found to give off a gas that was highly inflammable. A man had gone into that room with a light, and instantly there was an explosion, followed by the blowing up of the ship.

"Our paint rooms are usually in the bow, but in all ships that I have had experience upon we always carried the turpentine on deck. Then there are the electric wires. Your modern cruiser is full of them. Still, I should hardly suppose that there would be any electric wire allowed to pass through the magazine. If there were two explosions, then the first was undoubtedly a small parcel which set off the rest. It would look as if the first explosion was in the shell room, and that it started the forward magazine, were it not for the tearing away of the bow. It this explosion had been around the boiler or in the fireroom then you might assume that somebody had introduced some explosive in the coal. It was the magazine. The tearing away of the entire bow would be caused by the explosion of a torpedo immediately beneath that portion of the vessel. that the affair appeared to have started from the

"I saw by one account that they were hand-ling high explosives on board the Maine, but they would not be doing that at that time of night."

Three Newburgers on the Maine. NEWBURG, Feb. 16.-There were three New

surgers on the Maine, one of whom has cabled his wife here that he is safe, but the other two have not been heard from. The one heard from is Lieut. Albert W. Catlin, whose mother and wife and child are stopping at "The Oakley," on Grand street. Lieut. Catlin graduated from Annapolis and became a Lieutenant in the Marius Corps. After graduation he was assigned to the Cincinnati. While in Turkish waters with the Cincinnati he was transferred to the Maine.

Maine.

Another Newburger who was on the Maine is Charles Bullock, 23 years of age. He is an electrician and is a stepson of Mrs. John Floyd Bullock of 187 Broadway, this city. Young Bullock of anilatment expires next year. The third Newburg boy on the warship was william H. Holmes, son of William Holmes, who was until

Simply a Question of Time

When all Intelligent People will Admit

That the New Treatment for Diseases of the Head, Throat and Lungs is the Only Method by Which the Dis-

> eased Parts can be Reached and Cured.

We all know that the air passages in the head were made to heat and dry the air before its reaches the bronchial tubes and lungs. We all know that one single drop of water in the windpipe will almost cause strangulation, and that pipe will almost cause strangulation, and that tubes and lungs. How, then, can you expect to cure diseases of these passages with liquid medicines, which are simply forced through the nostrils into the mouth, and are prevented by mature itself from going further. This attempt to drown the bacilli of catarrh, which thrive and grow on moisture, would be amusing, if it were not for the serious injury which often results from the use of strong liquid medicines forced into the delicate air passages by powerful spays, douches and atomizers. The difference between the old and new method of treating catarrh, bronchits and consumption is so great that any one can readily understand why the medical profession throughout the whole country have accepted the latter as the only natural treatment for these diseases. The first mentioned being against all the laws of nature, the latter, nature's own remedy, carried to all parts of the head, throat and lungs by the air you breathe, and killing at once the germs which cause the disease. All this without any effort on the part of the patient, except the simple act of breathing.

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by a local physician with "Hyomei" given daily at the office, 23 East 10th at., between the hours of & A. H. and 5 P. M. (Sundays excepted). R. T. BOOTH CO., 28 East 20th St., N. Y.

recently employed as engineer at the United States Hotel. Holmes was transferred to the Maine from the schoolship Newport about two weeks before the battleship was ordered to Havana. He was born and brought up in Newburg and was 21 years of are. burg, and was 21 years of age.

BOARD OF INQUIRY ORDERED.

Roport May He Made Within Two or Three Days to the Navy Department. WASHINGTON, Feb. 16 .- In accordance with the instructions sent by Secretary Long this afternoon, it is expected that a board of inquiry will be organized at once by Capt. Sigsbec. A report will probably be made within two or three days to Rear Admiral Sicard, commanding the North Atlantic squadron, and a simultaneous report to the Secretary of the Navy. The board will be composed of officers from the Maine Later a formal Court of Inquiry will probably be ordered by the Secretary of the Navy, which will prosecute a more deliberate and searching

investigation into the cause of the disaster. TEXAS ORDERED TO SAIL?

Report That She and the Nashville Have Been Ordered to Leave Galveston.

DALLAS, Tex., Feb. 16 .- A private telegram rom Galveston says the battleship Texas and the cruiser Nashville received orders from the Navy Department this evening to sail from Galveston at once. Their exact destination is not vescon at once. Their exact destination is not learned, but it is accepted by the public that they go either to Admiral Sicard's fleet, off the Dry Tortugas, or direct to Havans. The departure from Galveston of the two warships, aside from adding excitement to the public mind because of the Maine tragedy, will have the additional effect of injuring the Mardi Gras celebration at Galveston. The naval flottlia was to be the most interesting feature of the contraction. was to be the most interesting feature of th

White House Receptions Abandoned.

WASHINGTON, Feb. 16 .- On account of the disaster to the battleship Maine, resulting in the loss of nearly three hundred lives, the President announced this morning that the State reception to Congress planned for to-light would be abandoned. The reception to the pub-lic, which was to take place to-morrow might, has also been declared off. These were the last official social events of the year, and the season, which was postponed in December on account of the President's mourning, has been curtailed by this later misfortune.

An Officer and a Marine from Newark.

Passed Assistant Engineer Frederick C. Bowers, who is among the saved, is a native of New ark, N. J., where his mother, Mrs. Emily C. Bowers, lives. He is 40 years old; entered the Naval Academy at 16 years old; entered the Naval Academy at 16 years of age, and had served on the Maine since she went in commission. He is married and his home is in Brooklyn. Thomas Clark, a marine, son of Michael Clark, janitor of the South Market street public school, Newark, N. J., enlisted about twenty months ago. He was then about 25 years old.

Machinist Minsey Was Coming Home on Sch

Frederick E. Kinsey, machinist, 36 years old, was married and his home was in East Orange, N. J. His wife received a letter from him a week ago. He said he was coming home soon on sick leave. Enlisted two years ago. Four Hailed from New Brunswick.

Naval Cadet David F. Boyd, Jr., who is among the saved; Fred Jernec, 21 years old, a son of ex-Assemblyman William R. Jernec; William Robinson, a cook; John H. Ziegler, seaman.

These hailed from New Brunswick, N. J.;

Fings Ordered at Half-Mast. WASHINGTON, Feb. 16 .- The following execulive order was issued at 7 o'clock to night. "The President has ordered that to-morrow and until further notice the flags at all navy

yards and on naval vessels at posts, any head-quarters, and on all public buildings shall be half-masted."

Plage at Half Most in Portland. PORTLAND, Me., Feb. 16.-The City Hall fisg as lowered to half mast to-night out of respect to the victims of the Havana disaster. It was n Portland City Ha!! that the presentation of the State's gift of a silver service to the Mains took place in November, 1895.

Two Portland men, William H. Tinsman and John Bloomer, enlisted on the Maine when she visited Portland harbor last August. Bloomer was among the landsmen reported as picked up by a Spanish gunboat. Tinsman was 21 years of age.

Plage at Half-Mast in Cleveland. CLEVELAND, O., Feb. 16.—Mayor McKisson ordered flags on all public buildings in this city at half-mast to-day, owing to the great tracely to the Maine at Havana.



Damp Little Feet

Bring on colfs and sickness. Wet shoes and stockings are changed immediately; dampness is often ignored. Our "Hygienic Shoe" has a foundation of felt the keeps o has a foundation of felt that keeps out moist-There's no heavy sole to mak: it awkward.

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